

CAPTAIN TELLS OF WARSPITE ESCAPE

British Dreadnaught's Survival of Battle With Germans Held Miraculous.

TARGET OF HOT FIRE AFTER BEING DISABLED

Remarkable Story of Great Naval Battle Is Given by Teuton Admiralty Official.

LONDON, June 10.—In proof of the statement of the British admiralty that the dreadnaught Warspite arrived safely in port after the North sea battle, the commander of the warship himself received an Associated Press correspondent today and described his vessel's "miraculous escape" from the concentrated German fire.

"I am still commander of the greatest battleship in the world, and my men are as fine as Nelson's blue-jackets," said this officer, Capt. E. M. Philipps. The captain granted the interview on his return from Buckingham palace, where he told King George the story of his part in the great naval battle.

Escape Miraculous.

Capt. Philipps was very modest and minimized his own part in the battle. But he was full of praise for his men and what he termed the amazing powers of resistance of his ship.

"I am not surprised that there have been reports that the Warspite was sunk," he said, "as from our point of view the ship was a target of the German battleships. Several times she was disabled by the smoke and spray. Even some of our own officers on other ships believed the gallant battleship had sunk. As we left the fighting line we disappeared in a complete veil of spray."

"The division of battleships of which the Warspite was one was with the battle cruisers. We were practically engaged as soon as the battle began. Warspite did not fire until a few minutes after the others had been in action, as I was not satisfied with the range at first."

Up Against Whole Fleet.

"We soon knew we were up against the whole German battle fleet, but it was our business to engage them as fully as possible until Admiral Jellicoe could come up."

"You ask me what results. I saw that our fire had hit the Germans, but it is quite impossible to give a definite reply, as the captain of one of a row of battleships about 500 yards apart, steaming in battle line, must keep an eye on the ship to make necessary maneuvers. The flag captain has some chance to see with some degree of accuracy what damage has been done to the enemy, but the others are too busy keeping their places in line and doing the damage to keep a glass to the eye to see what he is suffering."

"However, I saw that the Germans hit after hit, enough to convince me that the Germans got a hiding which will keep them in port for many months to come. After two hours of action, in much of which our division of battleships engaged the whole German fleet in an effort to protect our battle cruisers until Admiral Jellicoe came up, the Warspite's steering gear went wrong and she ran amuck among the enemy. It must have annoyed the German gun pointers exceedingly to attempt to gauge our erratic movements, for soon we were almost in the midst of the German battleships and were between them and our own battle line. I know of six German battleships which concentrated their fire on the Warspite. There may have been others which I could not see."

Protected the Warrior.

"Under a worse pounding than the Lion received in the Doggerbank fight we remained in action without a single vital injury, our chief difficulty being from the mishap to the steering gear. During our difficulties we received considerable aid for protection from the cruiser Warrior, which was practically helpless; but I must admit that sheer good luck rather than anything else was responsible for this, for the Warspite came across her bow while drifting and almost helplessly. As I said before, the fact that we got out was an absolute miracle. Once repairs were quickly made, we wanted to return, but found we were not popular. Sufficient battleships were present to fill the line, and the possibility of our running amuck among our own friends was not welcomed. We steamed home."

Will Be in Action Soon.

"Already the holes have been stopped and painted over. I am now on my way back to make arrangements with the dock authorities for overhauling, which, if my ship were needed at once, could be accomplished in a very short time. But even if I have to await my turn, the Warspite will be sailing the seas many months before the German fleet comes out again."

"My men were splendid. Their behavior was all I expected, but their baptism of fire has given them a feeling of confidence which will be a valuable asset to them when we go into action again."

"As for the general result of the action, I share the feeling of the fleet that the Germans were defeated and driven into the port with losses they can ill afford, while the sinking of three British battle cruisers was a mere incident outside of the deplorable loss of gallant lives. We can afford the losses, especially in view of the valuable lessons learned in the action."

Germans Still Insist

Warspite Went Down in Great Naval Fight

BERLIN, June 10, from an Associated Press staff correspondent, by wireless, via Bayville, N. Y.—A graphic story of the naval battle off the Jutland coast, replete with tributes to the bravery of England's sailors and to the coolness and devotion of the German blue-jackets in the memorable engagement, has been given to the Associated Press correspondent by a high sea officer of the German admiralty staff.

This officer, although not present at the battle, had access to all the reports and now has returned to Berlin after two days spent among the officers of the high sea fleet. His tactical description of the engagement, given at considerable length, has already been covered to some extent by the official German and British accounts. His description is most interesting, however, where it touches upon the points on which the German and British recitals differ so sharply, regarding the respective losses of the two fleets, and the British contention of a "German slip" from the field.

Says Warspite Was Lost.

To the correspondent's first question: "What are the facts about the Warspite?" the big British battleship whose loss the Germans affirm and the British deny, the officer replied: "The Warspite certainly was lost. We were not sure at first, but only the known observations, but what is more important the testimony of British sailors."

SUFFRAGISTS PARADE IN RAIN AT CHICAGO.



The first confirmation came when a destroyer of our third flotilla fished out of the water a sailor from the British destroyer Turbulent, who said he himself had observed the sinking of the Warspite. Later two other sailors gave the same account, although none of the three was together after the rescue and each was questioned separately. This should be conclusive."

The correspondent asked how the individual ships were destroyed. "It is difficult to give definite details in all cases," the officer responded, "owing to the ranges, the thick weather and the fact that few officers on board a ship in action have the time or the opportunity to observe such details. Here, however, is the story of the destruction of one of the British battle cruisers, probably the Queen Mary or the Indefatigable, as told to me by an officer, who witnessed it:

Struck by Three Full Salvos.

"It was during an early stage of the action of the battle cruisers that my friend saw the warship struck squarely in quick succession by three full salvos of heavy shells. The gray silhouette, low on the water line, quivered from the shock as the first two salvos hit. At the third the cruiser seemed literally to crumble up and bend amidships. The bow and the stern rose, and then the whole ship was lifted bodily out of the water. A terrific explosion had blotted her out and she sank, leaving no trace behind."

"The destruction of several other cruisers occurred similarly. A shell would apparently reach the magazine then would come a mighty puff of smoke and flame and the brief death agony of the war craft would be over almost before one began to notice it."

Runs Under German Guns.

"One of the most thrilling episodes was the destruction of a big four-funnel armored cruiser, which ran squarely under the guns of our battleships during the night and was annihilated within four minutes by our dreadnaughts steaming in column. In pitch darkness, with lights out, the cruiser approached at right angles unaware of the presence of the squadron. She was sighted at a distance of 1,500 yards and received a full broadside from the lead from the German ship the Westfalen. She ran on another 500 yards and then turned like a wounded hare, but, instead of making away, steered a course parallel to the column 1,000 yards distant, receiving the broadsides of three successive ships. The cruiser, literally covered with shells, and unable to fire a single shot in reply, blew up opposite the fourth ship."

British Claim Held Absurd.

"The British claim that the surviving units of their battle fleet were not materially damaged, and were ready to take to sea again after cooling, is absurd. The greater part of the daylight action was fought with ships running along parallel lines, and where so many ships were destroyed it is obvious that the others did not escape unscathed, for our fire was not concentrated on any particular ship, as was necessary to gauge our 'covered' so as to interfere with deliberation in aim."

"We are perfectly sure that the grand fleet cannot, as the British assert, go to sea virtually unimpaired in strength."

for a long time. It has been hard hit in its material, and suffered colossal losses in its personnel. We estimate conservatively that the British lost 7,000 men, drowned or killed by shell fire—losses of the most difficult sort to replace.

Reply to Churchill.

"A British admiralty representative declared to your London correspondent, and Winston Churchill repeated the declaration, that the British were successful because they broke up our undertaking. What undertaking? Is a question I would like to ask. Does he imagine that we went out with our entire available force of battleships, battle cruisers, etc., to shoot sparrows, or, that if we were planning a new cruiser raid upon the English coast we went clear up to the Norwegian coast as a starting point? No; we went north to find the enemy which we knew was there. We found him, met the bulk of the British grand fleet in a square, stand-up fight, inflicted the heavy loss of one of his most modern superdreadnaughts, three battle cruisers, a small navy of armored cruisers, scouts and

destroyers and paid a comparatively low price for our victory.

"And then the childish excuse that the British main fleet was not engaged and that we ran to avoid meeting it. The facts speak for themselves. Germany has only seventeen dreadnaughts, including four of the Posen class, which are only half-dreadnaughts, with 11-inch armament. All of these, except one battleship, which was undergoing boiler repairs, were present and engaged. The British had at the outset of the war twenty-five dreadnaughts, to which have been added five of the Queen Elizabeth class and five of the Resolution class launched and completed during the war, a total of thirty-five dreadnaughts. Twenty-five of these, including five of the Queen Elizabeth class, were engaged in the battle. The presence with the German fleet of a squadron of the Pommern class, slow 12-knot ships, demolishes completely the contention that the British were unable to bring on a general action as they desired to do. Admiral Jellicoe, with his swifter dreadnaughts, all at least two knots faster, and a number capable of making 25 knots, could, if he wished, have overtaken our fleet, compelled to accommodate its pace to the slower squadron on that day, or at

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latter the next morning, for our fleet returned to its base only during the course of the next forenoon.

Tribute to the British.

"Our officers believed the fact that he did not do so was because the British were so shaken (not demoralized, for the British are brave, good sailors) by their losses and damage and particularly by the incessant torpedo attacks during the night that they were unwilling to continue the action. In this connection several British destroyers Friday night hailed a vessel off the Swedish coast and asked where they were."

"An incidental but important effect of our victory is that it will interrupt the building of British commercial shipping for months, as the British yards will be for a long time completely occupied in making repairs to warships."

"Summing up, one of the aims of naval strategy is to inflict the heaviest losses and keep one's own loss to a minimum. We were successful in this, despite the British attempts to magnify our losses. The German report of our losses is complete. I myself saw all the battleships of the Kaiser class, of which the British pretend to have destroyed two, safe in harbor."

The stilted plover is so named because of its long, stiltlike legs. Only one species is found in England.

MANY CHILDREN GET AWARDS AT CONVENT

Diplomas, Certificates and Progressive Pins Given by Sisters of Perpetual Adoration.

The sisters of the Perpetual Adoration who conduct the Convent of the Perpetual Adoration at West Falls Church, Va., yesterday awarded diplomas, certificates and progressive pins to a large number of children attending the institution.

Rev. A. J. Van Ingelgem delivered the address, after which the announcements were made, as follows: Miss Bertha Weir, Miss Virginia Weir, Miss Eleanor Pauley, Miss Aileen Kernan, Miss Ruth McKeever, Miss Lillian Weir, Miss Emma Loveless, Miss Dorothy Hopkins, Miss Elizabeth Daniel and Miss Marcella Pauley, diplomas; Miss Alma Williams, Miss Myrtle Williams, Miss Annie Straub, Miss Elizabeth Leary and Miss Caroline Griffin, improvement certificates; Miss Lucille Bowl-

ing, Miss Mary Catherine O'Sullivan, Miss Geraldine Gardes Palmer, Miss Eleanor Griffin and Miss Mabel McKinley, progressive pins.

Buttons Awarded.

Buttons were awarded to the following pupils: Marion Hodges, Ida Loveless, Margaret Lannon, Edna Daniel, Sussane Gardine, Hersie Gardes, Maryphy were awarded to Frank Stewart and Phillips, Francis Griffin, Gilbert Dorsey and Edward Jones.

Certificates for accuracy in stenography were awarded to Frank Stewart and Edgar Vandermark, and a certificate in bookkeeping was awarded to Miss Alma Williams, Miss Mary Caton, Miss Myrtle Williams and Miss Clara Maley.

Certificates of promotion were presented to Miss Bertha Weir, Miss Virginia Weir, Miss Lucille Bowl-ing, Miss Eleanor Pauley, Miss Aileen Kernan, Miss Ruth McKeever, Miss Lillian Weir, Miss Emma Loveless, Miss Elizabeth Daniel, Miss Marcella Pauley, Miss Caroline Griffin, Miss Annie Straub, Miss Elizabeth Laing, Miss Mary Catherine O'Sullivan, Miss Geraldine Gardes, Miss Eleanor Griffin, Miss Mabel McKinley, Miss Ida Loveless, Miss Helen Burke, Miss Ruth Burke, Miss Marion Hodges, Miss Margaret Lannon, Miss Louise Raeburn, Miss Nancy Cousin, Miss Elsie Loveless, Miss Edna Daniel, Miss Sussane Gardine, Miss Elizabeth Raeburn, Miss Francis Griffin, Miss Virginia Burke,

Miss Mary Coberth, Miss Eleanor McKinley, Miss Agnes Kelling, Miss Hazelie Gardes, Miss Helen Raeburn, Miss Agnes Coberth, Miss Ethel Maley, Miss Evelyn Phillips, Miss Teresa Birch, Miss Ellen Fletcher, Miss Helen Jones, Miss Mary Rose Pauley, Miss Gertrude Gal-lowsay, Miss Catherine Healy, Miss Elizabeth Griffin and Miss Marie Crimmins.

Receives Gold Medal.

A gold medal for the highest average in Christian doctrine was given by Father Van Ingelgem to Master Edward Weir, while a watch fob was awarded to Master Henry Stewart. Certificates of promotion were awarded to the following pupils: Edward Weir, Henry Stewart, Clark Beach, Francis Biggs, Lee McKinley, Francis Daniel, Arthur Raeburn, Dudley Bow-ing, Robert Bowling, Wells Jones, Anna Laing, Gilbert Dorsey, Aubrey Phillips, Edward Jones, Thomas Gardine, Edward Laing, George Healy, Charles Raeburn, Raymond Bowling and Dale Goebel.

Addresses Sigma Alpha Epsilon.

Dean H. L. Hodgkins addressed the final smoker of the year of the Sigma Alpha Epsilon Fraternity of George Washington University Friday night, praising the work of the university's fraternities, and giving reminiscences of the days when George Washington University was located in Mount Pleasant.

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